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HONGKONG, FRIDAY, SEPTEMBER 9TH, 1904. 伍拜禮 號玖月玖年肆零百九仟壹英港香

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## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 9TH, 1904.

Writing to the Times on July 13th, Sir FRANK SWETENHAM, sometime Governor of Singapore, deprecates the spending of any money on Weihaiwei, which he compares very much to its disadvantage with Hongkong and Singapore. Sir FRANK is doubtless to be commended for his pious jealousy for the interests of the colony with which he was so long associated; even the prophet ELIJAH was commended for his jealous care for the charge committed to him, though in his case, as in Sir FRANK's, the jealousy proceeded from ignorance of the actual facts. Lately a certain section of the Home Government has been collecting a mass of information regarding Weihai from people who know nothing of it. It is not altogether easy to comprehend the distaste with which the place is regarded by these knight errants of British policy, nor why they should entertain so very special an aversion to this particularly inoffensive little bit of territory, or why they should have become so rancorous in its condemnation. As a fact the possession of Weihai has during the few years of its occupation so materially affected the course of affairs in North China that it is not too much to say that, had it not been for the presence of our small garrison there, the whole of not only Manchuria, but of northern China as well, would by this time have been partitioned between Russia and Germany.

So much for the past. With regard to the future the advocates for withdrawal invariably shut their eyes to the very large proportion of the so-called Singapore and Hongkong trade which really centres in the Gulf of Pechili. From geographical causes the external trade of China of necessity ranges itself into three zones, which again naturally concentrate about the mouths of

the Canton River and the Yangtze, and the entrance of the Gulf of Pechili. From geographical causes likewise, there is at present no commanding port in the Gulf to act a similar part to Hongkong in the south and Shanghai in the centre. The trade of the two more southerly zones has already so far developed as to have assumed definite lines of flow. The trade of the northernmost is still wandering in an unsettled channel, and is practically in a still inchoate condition, so much so that the vast inland trade of Manchuria and Mongolia has hardly yet been scratched, much less tapped. It is this fact that increases the present importance of the position politically and commercially. Germany and Russia, each in its particular way, have not been slow to recognise the fact; and hence both have made serious attempts to obtain a fixed point d'appui in this same Gulf of Pechili; and both have spent literally millions—tens of millions, indeed—to render their footing secure. Germany in her port of Kiaochow and her planned railways in Shantung, already open to the capital, Tsingtau; and Russia in her twin ports of Port Arthur and Dalny. These are facts which even the depreciatory letter of Sir FRANK SWETENHAM cannot explain away, and it is well that our Government, before listening to such foolish talk, should really ask itself why Germany and Russia should take such pains to acquire what it, with a careless indifference as to the future, would actually throw away with childish recklessness. There is a legend current on the other side of the Pacific that Washington, the fairest State of the American Union, was deliberately abandoned by the British Government of the day because the British Commissioner sent out to investigate reported the country as useless—"The salmon would not even rise to the fly." On similar childish grounds an equally sapient Government would willingly abandon a position which would give command of the trade of Manchuria, a trade, it may be noted, as yet merely in its infancy, but which with the introduction of settled government in a country not exceeded in fertility and resources by any on the face of the earth, must increase a hundred-fold.

But it is not with the immediate present so much as with the distant future that this Weihai question is concerned. Whatever be the result of the Japanese war, the position in the Liaotung Peninsula will never be the same as before. England and America will certainly insist on the trade of Manchuria being thrown open. If Japan be successful this is quite consonant with her commercial policy. Many complain that an Englishman cannot now make a livelihood in Japan. Perhaps this may be the case, but the strange fact remains that British trade increases by leaps and bounds—the Japanese Government is sufficiently enlightened to leave the trade unfettered, and the result is a doubtless economy. Is England to object to a system which results so advantageously for British trade, even if it render individual profits less? Such we may add is the invariable result of healthy growing commerce. Russia and Germany, each according to her own peculiar lights, have been seeking to capture this promising trade of the Gulf of Pechili. Russia would buy it to her bosom till she had crushed out its very life blood. Germany, by careful propping and gentle guidance, would train it to centre in Tsingtau. She has already spent her money on a railway, open as far as Tientsin; she is at the moment playing a little obstructive game at Cleveo aimed at British interests. Is there any possible doubt as to what she would do were an insouciant British Government to leave her an open door in Weihai? She has at least made no false pretences, so that even the poor pretext of Prutonic perfidy would not in this instance be available. Of Russian methods of trade surely our Government has had sufficient experience to comprehend that it merely means strangulation. Russia—or rather shall we say the Russian Government?—has no love for trade as such. Trade requires communication—and communication is what the conscience of the country most detests; and the destruction of which engages the primary instincts of Russian administration. Practically Russia has lost her key to the situation, and with an open Manchuria, and an increasing and industrious population, the future of Manchuria trade is not to be judged by its present condition, hampered and bound as it is on every side.

But there is another condition, which no statesman can afford to neglect, and which will of necessity be especially operative in North China. No country, not even excepting the States themselves, is so well situated

to take advantage of the opening of the Panama Canal as England; and no countries in Asia will be more affected than Japan and North China. The direct trade between Great Britain and these countries, at least, must perforce assume the new channel. In this case even the most superficial onlooker must see the necessity of a distributing port for North China to answer the purpose that Hongkong has so efficiently filled in the south. It is singular that no British statesman, in office at least, has had the pre-vision to recognise this fact.

Yesterday's plague return: nil.

Messrs Blackhead & Co. are coaling the Italian cruiser *Elba*. She arrived from Shanghai on Saturday.

All the Home papers, even the *Times*, seem to have been impressed by the conjuring of Malini, a new star of the prestigitary world, from America.

The rector of St. Stephen's Church, Bristol, has clad his choir ladies in a habit of blue linen and a flat cap—the Puritan dress of 300 years ago.

H.M.S. *Terrible*, 1st-class cruiser, left for home yesterday morning at 7 o'clock. The bluejackets on board, and those of H.M.S. *Sirius*, manned the yards; and three hearty cheers were given and responded to. As the *Terrible* steered towards Lyemum Pass merchant steamers also cheered her.

We are officially informed that the quarantine restrictions imposed against arrivals from Hongkong have been removed both at Singapore and Saigon. Telegrams to that effect reached the Colonial Secretary yesterday.

A man, earning £1 a week, who declared he had been "rushed into" buying an American organ on the hire purchase principle, was, in the City of London Court recently, ordered to pay at the rate of 3d. per month. It will take him only twenty-four years to pay off the debt.

An Edinburgh honeymoon couple who had secured a railway compartment to themselves on a non-stop run to Dunfermline were startled by seeing a man creep from under the seat, when the train left. On arrival at Dunfermline the bridegroom gave the man in charge for travelling without a ticket.

The non-conformist distrust of church influence in day schools has "swung the pendulum," it seems. "There is no greater danger at the present time," emphatically exclaimed a speaker at the recent Wesleyan conference, "than the danger of a rationalistic set of teachers in our day schools."

Mr. A. Bune, shipbroker, has received the following telegram from his Saigon agents:—"Vessels arriving from Hongkong and Swatow are no longer subject to quarantine." Messrs. Lumke and Rogge have received a telegram from Messrs. Wm. G. Hale & Co. of Saigon, to a similar effect; mentioning Amoy with the other two ports.

An interesting decision was given recently by the Paris Courts. A master tailor sent to his cutter at Nice orders to return to Paris at once, and enclosed a railway ticket. The man lost the ticket en route, and was summoned by the railway company. He proved, however, that he had it when he began the journey. The Court held that this sufficed, and non-suited the railway company.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks donations of five dollars each from Yau Shang, Ni Shing Hing, Shing Un, Fui Kut, Wing Cheung Shing, Yan Koo, Wing On, Wu Fung, Tsung On, Ming San, Shing Tak, Sui Kat, Hung U, Fuk Tai, Shik Lang, Shi Un, Lai Tsun, and Wing Shang.

A London defendant told Judge Smyth that just now he was doing next to nothing, as "all the people wot's got any money 'ave gone for their 'olidays. In fact," he added, "I was thinking about taking mine." "Ah," observed the judge, "If you can afford holidays you can pay this debt." "Not art," said the other, with a calm confidence born of superior knowledge. "I don't go fast-dar-asan' put up at hotels. My 'olidays is goin' oppin'."

An interesting presentation will arise out of the twenty-five hours' sitting in July, the London correspondent of the *Sheffield Telegraph* states. The hero of that sitting was Mr. Spencer Charrington, the venerable Member for Mile-end, who stuck to the House until after the final division. His Unionist colleagues intend to present him with a piece of plate, with a suitable inscription. Mr. Charrington is eighty-six years of age.

Reuter's Agency understands that a scheme for the amalgamation of certain of the British possessions in West Africa, which has been under the consideration of the Government for some time, will partially be put into operation next month, when Southern Nigeria and Lagos will be placed under one Governor. This may be regarded as the first step towards the amalgamation of Lagos and Southern Nigeria as one Colony.

Major Charles R. Gwatkin, who was the oldest officer in the British Army, passed away in his ninety-sixth year at his residence, in Lansdowne-place, Hove, on July 20th. He was gazetted to the 60th Regiment Bengal Native Infantry 1825, served in the Afghan War under General Pollock at the relief of General Sale at Allahabad, and was wounded at Khyber Pass, and received a medal. "A keen sportsman, he was one of the best gentlemen jockeys of his day."

Surrey beat Gloucestershire last month by 119 runs.

The *Hipseng* was insured for £26,500. War risks had gone up to 80s per cent, but have probably dropped since this report. The demand is greater than the supply of first-class underwriters.

The *Daily Mail* correspondent at St. Petersburg says that in a Russian village that he knows of they believe that he is at war because the Cossacks stole a child from the Emperor of Japan, and won't give it back.

The example of these Kuala Lumpur Chinese who lately determined to sacrifice their queues, as one step towards reform in Chinese institutions, is affecting Borneo. The Bantoff Postal Clerk, it is said, contemplates cutting his queue off, which he admits to be a nuisance.

A Chinese coolie fell dead at Singapore, and the inquest held later showed he died from a ruptured stomach. It appears the man was paid so much for each bag he carried, and wishing to double his earnings he essayed to carry two bags, with the result that he ruptured his intestines.

The *British Medical Journal* is not kind to people in the summer time, and what it says the Singapore Press supposes, applies to the tropics all the year round. It says:—"Food (drinks) are a snare. They are grateful for the moment, but so far as their temperature makes any difference to digestion they tend to retard it: they should, at any rate, not be taken at meals. Their use between meals is a very doubtful good." Still, even medical men of high professional attainments have been seen to sip a cold strength with lunch, and do not always disdain a simple glass of iced "fash-bier."

It has all along been plain, says *The Broad Arrow*, that regular officers do not sufficiently understand auxiliaries. The regular has only his profession to think of. His time is entirely at the disposal of the Government and the military authorities. The auxiliary is primarily a civilian and secondarily a soldier, exactly the reverse of the regular. The militiaman and a volunteer have their ordinary employment to think about, but the regular wants to make them regulars or conform to regular ideas in spite of that.

"The words in a summons are works of art," explained Mr. Plowden last month to a police court defendant, who after having had occasion to express forcibly his opinion of a constable, objected to that official summoning him for being "a loose and idle person." "Loose and idle person, indeed!" repeated the defendant in great wrath. "Oh, you must not take these words too literally," said the magistrate soothingly, "they really mean you are most industrious—and fast. You pay 2s., and then you will be loose."

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-night (Friday):—

March—"Constellation"..... Clark  
Overture..... "The Lady Slave"..... Huber  
Selection..... "The Caterpillar and the Rose"..... Carey  
Waltz..... "The Orchid"..... Ivan Caryll  
Selection..... "Diana"..... Kirby  
Dance..... "Punch and Judy"..... Boggetti  
"God Save the King."

MENU.—Hors d'Œuvres—Sliced Tomatoes, Cucumbers, Beetroot, Red Fish on Toast. Soup—Chicken and Barley Soup. Fish—Boiled Fish and Anchovy Sauce. Entrees—Bisket of Pigeon, Larded, Grilled Kidney on Toast, Stewed Lobster and Mushrooms. Joint—Roast Leg of Mutton, Roast Capon, Cold York Ham. Curry—Forced Meat, Salad—Potatoes, Vegetables—Boiled Potatoes, Fried Potato Cakes, Beans, and Grilled Brinjal. Sweets—Sweet Pudding, Fancy Cake, Lemon Ice Cream, Finger Cake. Dessert—Fruits in Season. Tea and Coffee.

### INSURANCE WALLS FOR KOWLOON.

When the recent fire occurred at the Kowloon Godowns, in which Godowns No. 21, 22 and 23 were burnt down, the wall dividing Godown No. 20 from No. 21 prevented the fire from spreading in this direction, and spoiling the whole of No. 20. This was observed by the insurance companies, and they approached the Hongkong and Kowloon Wharf and Godown Co. on the subject of building cross walls in their big godowns, which are now termed "Insurance walls." They are to be built right across the centre of Godowns No. 1, 2, 3, 19, 20 and 24; and, perhaps, other long godowns—such as No. 23 and 24—may be treated in the same manner. The walls will be of brick, so constructed as to be independent of the outside walls for support. The coolie house at the corner of Macdonald and Chater Roads, the one that collapsed during the recent typhoon, is being attended to. It will probably require three kitchens and three cross-walls to be taken out, and be rebuilt. The plans are now about finished.

A European dwelling attached to a Wanchai godown, belonging to the same company, also requires attending to. The verandah wall is cracked, necessitating its being pulled down and rebuilt.

### CURIEUSE STATISTIQUE.

From a French contemporary we take the following statistics, compiled from reports published by "the most important papers in the world," as to Russian and Japanese losses.

RUSSIAN ARMY	JAPANESE ARMY
35,500 killed	28,000 killed
185,000 wounded	119,000 wounded
93,500 prisoners	131 prisoners

365,000 men lost 217,131 men lost  
There are other similar accounts of naval losses, but as it is evident the calculations have not been made on actual reports (or the totals would have been more!) we need not mention them.

## TELEGRAMS.

[REUTER'S SERVICE.]

### RUSSIA'S CHIEF POLICEMAN.

LONDON, 6th September.  
Reuter's St. Petersburg correspondent writes that Senator Platonoff, Member of the Council of State, has been appointed Minister of the Interior and Chief of Police, in succession to M. Plehve.

### THE ITCH FOR CHANGES.

LONDON, 6th September.  
The *Times* in discussing a suggestion to create a Malay Dependency comprising Burma, the Malay States and the Straits Settlements, remarks that if separation from India means merely the continuance of the present administration on the present lines under a new master, the advantages are not very obvious, indeed that they may be disadvantageous, as at present Burma can rely on the Indian troops, while the Indian Government is entitled to point to the great development of Burma.

### SOLDIERS' AND SAILORS' HOME.

FAREWELL TO THE "ALBIONS."  
A farewell tea, followed by a concert, was given on Wednesday night to the men who are going home on H.M.S. *Terrible*. There are a few men from other ships, but the great majority are from H.M.S. *Albion*.

The Concert Room was tastefully decorated with flowers, and presented a very attractive appearance. The matron's care and judgment were also seen in the excellence and abundance of the various dishes. Mesdames Bridle, Pierce and Penning presided at the tea-tables.

The concert began at half past seven o'clock. The chaplain, the Rev. W. Bridge, was in the chair. An excellent programme of music, songs, readings and recitations was well received. Among those who took part were, Captain F. A. Brown, Messrs. Boyd, Bullin, Dedwell, Enderbury, Taylor and White.

A pleasing feature of the gathering was the large number of soldiers who were present to show their interest and sympathy with the men of the sister service.

The Chairman in a short address expressed regret that the time had come for the *Albions* to leave this station. In the name of many friends he bade them good-bye and wished for the *Terrible* and her precious freight a happy and prosperous voyage.

Mr. Curtis, warrant officer, late of H.M.S. *Albion*, returned thanks for all that had been done for the happiness and comfort of the men and the many improvements that have been carried out in the Home during the past year.

After singing the hymn "God be with you till we meet again," a very happy and memorable evening was brought to a close.

### SIR HENRY BLAKE AND GEYLON TEETOTALLERS.

In reply to an enquiry from Mr. John Kotelawala, who has taken an active part in the temperance movement, as to whether there is any ground for the impression that prevails among some people that the Government does not view with favour their joining or encouraging the Temperance Societies, but are now being formed, H.E. the Governor's Private Secretary writes to Mr. Kotelawala as follows:—

Sir,—I beg to acknowledge the receipt of your letter of the 8th instant, and I am directed to inform you that, while any temperance movement has His Excellency the Governor's warm sympathy, such movement must be fostered by moral suasion only.

The Government will not permit any attempt to interfere by physical force with the full liberty of action that is the right of every British subject.—I am, sir, your obedient servant, (Sd.) HERSHELL.

Queen's House, Colombo, August 12th, 1904.  
In a further letter, Mr. Kotelawala assures His Excellency that the temperance movement is being fostered solely by moral suasion, and so far as he is aware, no Temperance Society has sanctioned the use of physical force.—*Times of Ceylon*.

### R.G.A. CONCERT.

The third open-air concert of the very enjoyable series promoted by the Royal Garrison Artillery was given at the Barracks last night by permission of Lt.-Colonel F. E. Kent, C.B.A., and under the patronage of the officers. A special stage had been erected for the occasion, and the compound, which was prettily illuminated, was crowded with people, the audience including many ladies and children. The concert was a great success, the programme including songs, instrumental music, dances, gramophone, a sketch entitled "Black Justice," and an entertainment by the deservedly popular Lyemum Minstrels. Captain T. M. Wakefield, Lieut. O. R. E. Milman and Lieut. Macdonald were among the vocalists. In the sketch mentioned above, Gr. Dawson while acting as the comic policeman created much amusement by an unrehearsed fall off the stage, carrying with him the Union Jack that formed the wings. Gr. E. Borman was the pianist. Much credit is due to the committee for the success of the concert, and especially Sergt. Major J. R. Fairbairn, the president, who acted as master of ceremonies.

The *Liverpool Postscript* sounds like the title of an American paper, but it is published in the English port. "Peter Porcupine" was a nom de plume of William Cobbett, hence the title.

## THE WAR.

[FROM OUR OWN CORRESPONDENT.]

### THE CASUALTIES AT LIAOTANG.

KORE, 8th September.  
The Japanese casualties in the ten days' fighting which resulted in the capture of Liaotang are computed at 20,000 men. The Russian losses are estimated at 40,000. The number of Japanese naval officers killed to date is 95.

[REUTER'S SERVICE.]

### BALTIC FLEET ON VIEW.

LONDON, 6th September.  
The Tsar, with the Dowager Empress and several Grand Dukes, have inspected the Baltic fleet at Kronstadt.

### KUROPAKIN TRAPPED.

LONDON, 6th September.  
Reuter's correspondent in St. Petersburg says it is announced that the united Russian forces are North of Yentai, where a detachment was left to cover the retreat; but it was rumoured last night that General Kuropatkin's rear guard had been almost annihilated and the main army was in imminent danger of being surrounded.

### RUSSIAN CENSOR RETIRES.

LONDON, 6th September.  
A St. Petersburg Russian correspondent telegraphs that the Japanese are within 25 miles of Moukden and that preparations have begun to evacuate the city. The Censorship has been transferred to Harbin.

### WHY NOT EXPLORE THIBET?

Now that the Thibet Mission has reached its goal and the military force which has safeguarded it is in camp under the wall of Lhasa, the question of the march back claims attention. One is tempted to ask whether it may not be possible to explore the course of the San-po, eastwards from the Chakam Ferry for a considerable distance, or even whether a small compact force might not journey down its banks and make its way into Assam. The San-po, before it comes to be known as the Brahmaputra, has a secret of its own so far as the world outside Thibet is concerned. No traveller has traced its course among the unexplored mountains which lie between Lhasa and the extreme northern limits of Assam, and it would be a geographical triumph if the veil were now lifted. According to native reports there are terrific gorges, and the country is wild in the extreme. But these tales cannot altogether be trusted, though it is certain that the river must pursue an adventurous way before it turns the eastern end of the Himalayas and rushes southwards towards the Bay of Bengal. There must, for instance, be a fall of many thousands of feet in the 200 odd miles from the Chakam Ferry to Sadiya, and it would be interesting to know whether this is by a series of rapids or by some tremendous waterfall. Speculation on this point has a fascination of its own, and there must be many keen spirits with General Macdonald who would ask nothing better than to be told off for such exploration, even if the journey involved great hardships and many weary weeks had to be spent on the work. In Thibet proper there would be no great danger from the people, who are evidently cowed by recent military operations, and arrangements might be made at Lhasa for securing the co-operation of the Lamas to the extent of issuing orders for all facilities to be given to the exploring party as far as the confines of Thibet. It would not be until the Abor and Mishmi country was reached that the opposition of savage tribes would have to be reckoned with. Such opposition could easily be brushed aside in any case, and the tribesmen would scarcely venture to attack a force appearing from the north, as they have always regarded the Assam frontier as the direction whence unwelcome intrusion is to be dreaded. In suggesting this piece of exploration we are quite aware of the difficulties that would arise in connection with transport and supplies, but these are always with any force acting beyond the Indian frontier, and our troops make light of them when any serious business is in hand. Given the approval of Government, it would remain with General Macdonald to say whether a strong detachment could safely be started to find its way to Assam. The opportunity may never recur, and exploration from the Sadiya side has been so long postponed that we may despair of its being undertaken for years to come. It is of the highest importance to know what the routes to the north are, not only as regards trade communications with Lhasa, but also as to whether there is a feasible approach to north-western China. Looking far ahead, one sees that some day the question may arise as to whether a railway cannot be pushed through from the Brahmaputra to the Upper Yang-tze Valley. This project has been mentioned from time to time, but only in general terms, and until our explorers have passed through the country it can only form the theme of academic discussion. It may, of course, be impossible to begin exploration now, but if the whole of the Thibet force is compelled simply to march back the way it went there will be many regrets both in geographical and commercial circles that no portion of it could be detached to make for Assam.—*Pioneer*.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday in the Board Room. Dr. J. M. Atkinson presided, and there were also present Hon. P. N. Jones (Vice-President), Hon. A. W. Brewin, Registrar-General, Major Josling, R.A.M.C., Mr. Lau, Chu Pak, Mr. A. Ramjahn, Mr. H. E. Pollock, K.C., Dr. W. W. Pearce, Medical Officer of Health, Dr. H. A. Macfarlane, Assistant Medical Officer of Health, and Mr. T. A. Hammer (Secretary).

## MOTIONS.

The REGISTRAR-GENERAL moved:—1. That the attention of the Sub-Committee appointed to consider what amendments are desirable in the Public Health and Buildings Ordinance, 1903, be invited to Section 188, 2. That all applications for modifications of the provisions of Section 188, sub-section 3, of Ordinance No. 1 of 1903, be forwarded to the Colonial Secretary whether the modifications be recommended by the Board or not. More than once, he said, it had been suggested in the Board that Section 188 needed amendment. There was one point in particular in which amendment was necessary, namely, sub-section 3, which provided that no buildings should hereafter be erected exceeding one and a half times the width of the street. That was to say, on a site fronting on a 20 feet street no building could be erected to a greater height than 30 feet. Then the provision said that in certain streets the height of any building to be erected might be equal to the height of the existing building provided that it did not exceed twice the width of the street, so that there could be a 40 feet building in a 20 feet street. This was an obvious absurdity. That was one of the main reasons why he asked that the attention of the sub-committee should be called to the section.

Mr. POLLOCK agreed that it was quite obvious that this section required amendment.

Mr. RUMJAHN supported the remarks of the Registrar-General. He had already suggested the consideration by the sub-committee of this section. It was pointed out then that the sub-committee was dealing only with the question of cubicles and that the matter should be left till later for discussion.

The PRESIDENT remarked that the sub-committee had considered the matter, but had made no recommendation concerning it, one reason being that they were told by the Colonial Secretary that no further recommendation could then be considered unless those dealing with cubicles. He thought the matter might now be referred to the sub-committee.

Mr. POLLOCK pointed out with regard to the second part of the motion that by the wording of the first sentence of the section the Governor in Council would have no power to act in the matter at all except on the recommendation of the Board; therefore he did not see that there would be much use in adopting the second part of the motion.

The REGISTRAR-GENERAL agreed that the Governor in Council could do nothing without the recommendation of the Board. His idea, however, was that where the Board came to a decision which would involve perhaps a claim of \$10,000 compensation they should let the Government know what was going on. It would be a different thing if the Board had to provide the funds for giving compensation in these cases.

Mr. RUMJAHN said he was also of opinion that the second part of the motion was unnecessary. The VICE-PRESIDENT mentioned that this matter had already been under consideration, and he thought there was a way out of the difficulty, though he was not in a position as yet to say what that would be.

The PRESIDENT thought they might discuss the matter referred to before the sub-committee. The first part of the motion was unanimously agreed to.

The PRESIDENT remarked with reference to the second part that all applications such as were referred to came before the Board, and the minutes of the Board went before the Government, so they might leave that matter out. The Government practically was informed at the present time as to whether these applications were refused or not.

The second part of the motion was allowed to drop.

ENCLOSING VERANDAHES. Further correspondence was submitted re the refusal of the application for permission to fix windows enclosing the second floor verandahs of Nos. 16 and 17, Connaught Road Central, the occupants asking the Board to reconsider their decision.

The M.O.H. wrote:—This will, if granted, be followed certainly by many other applications. The Board have already refused permission to erect even iron bars 6 inches apart on verandahs to keep out thieves. I cannot recommend any reconsideration of the Board's decision.

The President intimated:—I have seen this verandah, and from a public health point of view, I fail to see why it should not be granted. There are very few employees on the floor, as machinery is chiefly used, and no one sleeps on it. The question how far verandahs erected over Crown land should be utilised for trade purposes is another question which does not concern the Board.

The PRESIDENT said this was a different case from those in which permission had been refused to erect iron bars on verandahs in Chinese tenement houses. In these cases people were living on these floors, and it was injurious to interfere with free ventilation or light in any way. Here nobody slept on this floor and there were windows which were open practically all day. He thought this was a case where the Board might well grant the permission sought. Mr. POLLOCK moved that it be granted subject to the condition that the premises were

not slept upon, and during the occupation of the present tenant. He thought that would be quite a sufficient safeguard in the circumstances. Mr. RUMJAHN seconded, and the motion was agreed to.

## WELL AT KOWLOON.

With reference to the contaminated well in the rear of Ribeiro's Bungalow, Kowloon, the Registrar-General intimated:—The proper course would be to supply the house with water and leave the well open. If there is water in the kitchen no one will go to the well for it.

The D.P.W.:—I presume this is a non-Chinese house?

The PRESIDENT said it might be allowed to remain open until a connection was made with the main which ran in front of the house.

The REGISTRAR-GENERAL remembered Mr. Chadwick having said that it was mostly from the top that wells were contaminated, and he thought they might allow this man to keep his well open if he would ever it over and have a pump put in. He had an acre of ground there and the well was used for watering the garden.

Dr. PEARCE pointed out that Mr. Chadwick's assertion was only partially true. In by far the majority of the cases he could call to mind wells had been contaminated not from the top but from underground drains and cesspools. Care should be taken to see that there were no drain pipes in the proximity of the well, even if it was covered over.

The PRESIDENT explained that the water was contaminated by the way in which the garden was manured.

Dr. MACFARLANE, who had visited the place, stated that that was so. There was another well for gardening purposes and he did not think that both were needed.

The PRESIDENT moved that the well be ordered to be closed, giving the owner two weeks in which to make the necessary arrangements with the Water Authority for laying on water from the main to the premises.

The VICE-PRESIDENT seconded, and the motion was agreed to.

## WELL AT WONGNEICHOONG.

Relative to the order of the Board for the closing of the well at No. 9, Wongneichong, the owner, Ng Li King, wrote asking the Board to reconsider their decision, as the water was used only for washing and cleansing purposes and watering the plants in the garden.

The PRESIDENT moved that the Board adhere to their former decision.

Mr. POLLOCK seconded, and the motion was agreed to.

## ANALYSIS OF MILK.

Mr. A. C. Franklin reported on his analysis of two samples of fresh milk sent to him by Inspector C. W. Brett. The first, bought from a dairy at No. 40, Cochrane Street, was found to be genuine. In the second case, from 57, Elgin Road, Kowloon, analysis showed that the milk was not perfectly mixed before delivery to the purchaser. No opinion as to its genuineness could be expressed, reported the Analyst.

Mr. POLLOCK intimated:—What is meant by "milk not being perfectly mixed?"

Mr. Hewitt:—If, as I gather, the Elgin Road milk has been "doctored," cannot the seller be prosecuted in view of the opinion given by the Analyst?

The PRESIDENT in answer to Mr. Pollock's query said the phrase meant that the milk had been taken from the top of the can, which was more creamy than the bottom. This was milk bought in bottles. It had not been properly mixed before being bottled, and contained too much fat.

## WATER ANALYSIS.

The Analyst's report on the water supply for the month of August showed that it was of excellent quality.

## LIMEWASHING.

The limewashing return for the fortnight ended 30th August showed that 454 houses in the Eastern District had been lime-washed since last report.

## RAT RETURN.

During the fortnight ended 5th September, it was reported, 1,059 rats were destroyed. Of these 29 were infected.

There was no other business of public interest before the meeting.

## U.S. LAW AND TRADES UNIONISM.

A recent judgment in the Federal Court of the United States, by Judge Evans, lays down the general principles of the law relating to strikes, defining the relative position and rights of all parties. As these general principles seem to be adopted by the American Federation of Labour as the basis of action by trade unionists, it may be useful, says *Engineering*, to briefly set forth the several points:—1. Every person has the right to work for anyone who will employ him. 2. Every person has a right to employ anyone who wishes to work. 3. Those who wish to strike may lawfully do so if no contract is present; and even if a contract is violated, they may do so, subject to damages. 4. Employers may resort to a lock-out—subject, of course, to damages in case of breach of contract. 5. Labour unions are perfectly legitimate, and possibly necessary. 6. Peaceful and kindly arguments and persuasion are perfectly admissible from members of labour unions to induce persons not to take the place of those on strike or locked out; but all manner of violence in connection therewith is wrongful and unlawful. In these cardinal principles the whole philosophy of a strike is covered as regards employers and employed alike. Yet within compass of these principles questions may arise of a serious character—such, for example, the effect of a combination of men upon the non-union man who may desire to remain at work—or to go in and take the place of those who are out. Conformity to the desire of employers, as well as of the employed, and those who do not conform are often subject to pains and penalties, as to which the law cannot take cognisance. The personal rights of the individual have thus to be considered.

## SUPREME COURT.

Thursday, 8th September.

## IN BANKRUPTCY.

BEFORE HIS HONOUR SIR HENRY S. BAKERLEY (CHIEF JUSTICE).

## DISPUTE ABOUT A LEASE.

Judgment was given in the case of Li Sheung, ex parte the debtor, as between Leung King Chuen and Luk Shan Ip, and the trustee in bankruptcy of Li Sheung. Mr. M. W. Shale, barrister (instructed by Mr. H. K. Holmes, solicitor), appeared for Leung King Chuen and Luk Shan Ip; and Mr. H. E. Pollock, K.C., barrister (instructed by Mr. C. E. Beavis, solicitor, of Messrs. Wilkinson and Grist), for the trustee.

The questions to be decided were:—(a) whether the document registered in the Land Office by Memorial No. 27,346 on 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at \$72.50 a month, and (b) what is the interest of Leung King Chuen and Luk Shan Ip at the present time in the house 19, Jervois Street, on Marine Lot No. 6 A. These questions had been ordered to be tried by Sir William Goodham.

His Lordship said—I will deliver judgment on that issue which was argued before me at the last Bankruptcy Court. I have put my reasons in writing, not, however, that I had any difficulty after the very clear arguments addressed to me by the Bar. It seems to me that after these arguments there is only one conclusion that can properly be arrived at. In my opinion the question raised on this issue is *res judicata* as between the bankrupt debtor, Li Sheung, and the Wing Fung Tai, and is incapable of being reopened in any proceedings as between the trustee of the bankrupt estate and the Wing Fung Tai. The question admitted in issue A was fully gone into and fought out in the end in Suit No. 21 of 1900, in which the present bankrupt was then plaintiff and the Wing Fung Tai were then defendants, and was distinctly and finally determined by Chief Justice Carrington, as between those parties, in favour of the Wing Fung Tai, when it was decided that the lease was a valid and subsisting one for a term of thirty years from a day in October, 1895, therein called "lucky day." The effect of that decision is to stop the bankrupt, Li Sheung, and the trustee of his estate, from impugning the accuracy thereof in any proceedings subsequent thereto. It was contended by Mr. Pollock that the determination of the question raised in this issue was not necessary to the judgment of Chief Justice Carrington in favour of the Wing Fung Tai in Suit No. 21 of 1900, and that in consequence the judgment in that case in favour of the Wing Fung Tai does not bind the then plaintiff or the trustee of his bankrupt estate in subsequent proceedings. I do not concur in that contention. I think it is clear from the pleadings and from the Chief Justice's notes that the question of the validity of a certain lease then set up by the then defendant as entitling him as against the then plaintiff to the possession of No. 19, Jervois Street, for a term of thirty years—which is the self-same question as in this issue "A"—was made and became and was considered by the parties and by the Court a necessary question to be determined in favour of the Wing Fung Tai before judgment in the then pending suit could be given in their favour as defendants. The judgment of Chief Justice Carrington in favour of the Wing Fung Tai in the Suit No. 21 of 1900 renders the question of the validity of the lease *res judicata* as between that firm and Li Sheung and the trustee of his bankrupt estate, because in that suit it was considered necessary to decide that question, and, to adopt the language of Mr. Best in his work on Evidence, 8th Ed. p. 542, it "was actually decided as a groundwork to the judgment itself." I think the Wing Fung Tai are entitled to costs.

Mr. Pollock referring to the question of costs argued that there were special circumstances in the case which justified the trustee in bringing this action before the Court for definite determination, and he should not therefore be held liable in costs.

His Lordship remarked that there was a general principle that costs followed the event. It did not follow that, because there were special circumstances, that was to prevent the costs going to the successful party.

Mr. Pollock asked his Lordship to make an order that the costs of all parties come out of the estate in priority to the second and third mortgages' charges.

Mr. Shale objected to this, saying such an order should not be made in the absence of the mortgages.

His Lordship said the order would be that the trustee pay the costs and indemnify himself out of the estate.

Mr. Pollock added that there was another issue:—What was the interest of Leung King Chuen and Luk Shan Ip at the present time in the house, No. 19, Jervois Street, Marine Lot 6 A. Who were the Wing Fung Tai?

His Lordship said he had decided that the trustee had nothing to do with this lease, and there was no reason why the trustee should seek this information. In view of his decision it was quite unnecessary for him to try the second issue.

## RECEIVING ORDER.

Chan Ching Po, alias Chan Tai, alias Chan Kwai, carrying on business under the style of the Hung Hing Tai, applied for a receiving order.

Mr. F. X. d'Almeida e Castro, solicitor, who appeared in support of the petition, said the assets amounted to \$3,100, the greater part of which was recoverable, and the liabilities to \$5,500.

His Lordship granted an order.

## POLICE COURT.

Thursday, 8th September.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

## NOT A CONSTABLE.

A Chinaman was charged on remand with assuming the role of a constable, to search a man; and with robbery. The case was dismissed.

## A NOVEL CHARGE.

An electric tram driver was charged with not stopping his car when danger was impending. Mr. Kemp said there was no penalty provided for this offence; and he remanded the case.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

## COUNTERFEIT COIN.

Inspector McDonald charged a woman with unlawful possession of counterfeit coin—\$100 of it in 20-cent pieces. Mr. Otto Kong Sing, solicitor, appeared for the defence. It was said that two men gave the woman the spurious coin, and she went to a money-changer to change it. The police were informed, and the woman and two men were arrested. The case was remanded, bail being allowed in the sum of \$1,500.

The two male defendants were then tried. The case was remanded, bail as before, being allowed in the sum of \$1,500.

## BAD LANGUAGE.

A Chinese copying clerk of the Magistracy was charged by Mr. E. Erskine, reporter of the *Hongkong Telegraph*, with unlawfully using insulting language; and the clerk issued a cross-summons—same charge. Both defendants pleaded "not guilty."

The reporter, sworn, deposed that on the morning of the 5th inst. he was in court making the usual daily extracts from the charge sheets. Noticing the sheets under the clerk's arm, he asked for them and quietly pulled the underneath ones out from under the man's elbow. The clerk looked around and said "You fool!"

Witness was very much astonished, and turning around asked "Do you call me a fool?" and the other answered, "Yes, you fool!" Witness then remarked that that was not the sort of language to use to a white man, and said he would report the matter to the magistrate then presiding. The clerk muttered something to the effect of "Go on, all right," and then called him a fool again. Witness reported the matter to Mr. Kemp, who advised him to take out a summons.

Magistrate: Was anyone present? Witness: One of the ushers was on the other side of the table, but he has said he heard nothing clearly.

By defendant: I have authority to look through the charge sheets. Authority was given to us by Mr. T. Sercombe Smith when he was a magistrate here.

When defendant and complainant changed places the clerk gave evidence, saying the magistrate was not sitting at the time spoken of. The reporter called him a fool first.

At the conclusion Mr. Wolfe dismissed the cross-summons. He was satisfied that in this case, whatever had been raised about the charge sheets, reporters had no right to see them for the future. He was also satisfied that the clerk had used bad language, which had a tendency to cause a breach of the peace, and fined him \$5.

## OPIUM.

A man was charged with unlawful possession of one ounce of opium, not from the Farm. He had just arrived in a steamer, did not conceal the opium, and it was only worth a few cents. He was fined \$1.

## FALSE PRETENCES.

A Chinese clerk employed at Central Police Station was charged on remand with obtaining money (\$60) by false pretences, and larceny of same. A friend of his, it was said, came up and asked him for some truck licences, giving him \$60, to put the matter through. It was not this clerk's duty to receive money for, or issue licences. Mr. Hanson prosecuted, and Mr. John Hastings, solicitor, appeared for the defence.

Defendant was sentenced to one month's imprisonment.

## CHINESE COOKS IN LONDON.

Is the Chinese cook arriving? The answer is that there appears to be a slowly growing desire for him among certain West End restaurant-keepers. But good Chinese cooks are as scarce in London as they are valuable.

In any case the new movement must take some time, for the experience proves that London does not appreciate novelty like New York or San Francisco—the happy home of the heathen Chinese—who can cook. An enterprising restaurant-keeper, who is proudly advertising his possession of a genuine culinary Chinaman, gave his views on the subject to a *Morning Leader* representative.

"My man," he said, "is very valuable. I would not part with him for anything. It took me two years to get a real, first-class Chinese cook; and having got him I intend keeping him."

"What can he cook?"

"Anything," exclaimed the proud caterer. "You see here is 'hong yoke,' which represents pork that can be eaten in this hot weather; and I also recommend 'sop chai' young chai, stewed lamb."

"People who try these dishes agree that they are delicious, and a pleasant change from the ordinary French and English cooking. Very good, too, are 'Young chai' minus it—sweets in the best Chinese dinner style."

"But should you want, say, roast beef and Yorkshire pudding the Chinese cook knows all about it. He can arm out an English dinner quite as well as any Englishman, or even Frenchman or Italian, who mostly do the cooking in our restaurants."—*London Morning Leader*.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Some Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

## SINGAPORE HARBOUR.

"They're nothin' wrong with th' Harbor," said Mr. Dooley. "Th' Harbor's all right. 'Tis wan iv th' best Harbor's I know, an' th' laste timeshous. A Harbor ye can't get dhrunk in if yer sober, an' only if yer blind dhrunk. They say its rough, Hinnessy. Man alive, if there was no wan in th' Col'nay rougher than th' Harbor, 'twud be fr th' Col'nay's good. They talk iv th' South-west swell. 'Tis nawthin' like as dangerous as th' Far East Swells on shore that paragonate roun' th' Roads-in their dawg-carts, putendin' they're used to it."

"Then why do they want to improve it?" asked Mr. Hennessy.

"I dinna," said Mr. Dooley, "but after th' conversation between th' Expert an' th' Gov'mint, th' Export starts shudrin' th' Port. On ivry side he sees th' effect iv th' shortage iv accomydashun fr ocean steamers—an' that give him an idee. He goes to th' Gov'mint. 'See yer,' he says, 'they're no accomydashun to speak iv fr ocean steamers,' he says. 'Thrus,' says th' Gov'mint, 'have ye a scheme?' I have says th' Expert. 'We'll build an inner mole an' outher mole an' a by th' East mole an' a North by South-East-West mole, an' a middle mole an' some godowns. This will enable th' week-enders to come ashore wet inside and drry outside instead iv vicy versey as formerly. But th' shtroughest argymint in favour in me scheme," he says, 'is that th' ocean steamers will be able to stay outside,' he says, 'an' savin' th' backwash,' he says, 'they'll be no worse off than before. Besides,' he says, 'th' scheme will be an unremun'rative wan,' he says, 'an' that, he says, 'considerin' th' probable ray-duction in the Opyum Revenue, he says, is another advantage. A good boat harbor an' three Gov'mint tug's fr week-enders," he says, 'an' a Gov'mint demurrage an' Insurance fund iv tin thousand dollars to pay fr all accidents an' loss iv time through rough wether, would serve th' same purpose," he says, 'an' meet all requirements,' he says, 'but,' he says, 'twud not cost as much,' he says, 'an' so I see nawthin' fr it but th' moles he says, 'Tis a fine scheme' says th' Gov'mint—an' axin' yer pardon fr thrubblin' iv weth such a detail says th' Gov'mint—what'd it cost? Th' Expert pulled back his coat-sleeve an' wur-ruled it out on his cuff. 'Ivin' Million Dollars,' he says.

"WHAT!" yelled Mr. Hennessy, jumping from his seat as if he were shot.

"Ye may will jump," said Mr. Dooley. "Ivin' Million Dollars iv th' wickidist, th' most outrageous an' onscrupulous waste that iver man know. Hinnessy, after yer fourth slug, can ye still grasp what it means to saddle a col'nay like this with an expensidher like that. Think iv th' Municipality—which is th' Gov'mint's neglected younger brother—cryin' fr dhrains. Think iv—Naw, Hinnessy, don't think—fr ye haven't a shtroug heart as it is."—*Singapore Free Press*.

## BRAVO!

At a bull-fight at San Sebastian a bull and a tiger were turned loose in a cage together in the ring, and when the tiger spoiled sport by crouching too low to enable the bull to get in work with his horns, equis, crackers, and spikes were applied to both. The bull "bellowed pitifully," and the tiger still crouched, "until the bull sent him flying through the door of the cage into the ring, where he lay on his back in exhaustion and terror. Whereupon the audience showed the inspiring influence of such spectacles on their mood by fleeing in all directions, and the Provincial Guards shot the tiger, and to prove they were not afraid, went on firing some time after he was dead. The casualty list includes the tiger, an ex-Minister shot in the jaw, and a Carlist Deputy and nine other people wounded."—*Bangkok Times*.

## SHIPPING NOTES.

STEAMER MOVEMENTS. The A.A. steamer *Egon* left Amoy yesterday morning, and is due here this afternoon. The steamer *Gregory Apar*, from Calcutta, left Singapore for this port on Wednesday morning.

The O.S.S. & C.M. steamer *Stentor* left Moji yesterday at daylight, and is expected here on the 12th Sept., at daylight.

The Boston Towboat Co.'s steamer, *Lyra*, left Seattle for Japan, Hongkong, and Manila on the 7th Sept.

## MISCELLANEOUS.

The s.s. *Madison*, from Bangkok, brought 1,700 tons of rice and 100 tons of timber for Messrs. Butterfield & Swire.

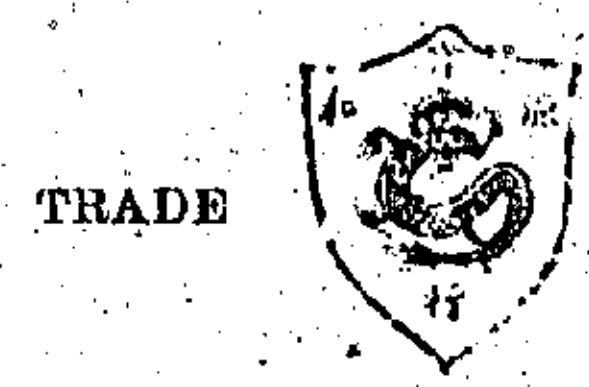
The s.s. *Glenloch*, from London, has 6,600 tons of cargo for distribution in Far Eastern ports. Some 1,500 tons of it are for Hongkong.

The s.s. *Tyr* arrived from Hongay yesterday with 2,600 tons of coal.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 8th at 11.35 a.m. The barometer has risen in Japan and over the Pacific in the neighbourhood of the Loochoo Islands. It has fallen slightly in S. China and still more in the Philippines.

"There is a depression, probably a typhoon, to the east of Southern Luzon. Gradients are slight on the China Coast, and light variable winds and calms will prevail in the Formosa Channel and Light E. winds in the northern part of the China Sea. Forecast:—Light E. winds, fine."



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examination.

Office 12.30 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th February, 1904.

WHY NOT?

WHY NOT??

WHY NOT???

IT MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE,

AND IS SOLD AT A REASONABLE

PRICE.

EITHER

Cash OR Hire

PURCHASE FROM

\$365.

THE

APOLLO PIANO PLAYER.

CALL IN AND TRY ONE, AT

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [2150]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th St. Liverpool.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## FOR SALE.

## THE PROPERTY of an Officer.

1 No. 3 Cartridge Kodak with film and plate attachment. 1904 pattern.

1 Leather Case for the same.

6 Double Dark Slides for plates 31 by 41.

1 Aluminium Tripod in leather case.

The above cost \$120.00 only 3 months ago, and is in excellent condition. The lease gives excellent results.

Price \$30.00.

Apply—  
X. Y. Z.,  
Care of Daily Press Office,  
Hongkong, 9th September, 1904. [2184]

## NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

## THE Baikal Line Steamship

"BAIKAL" will be despatched for the above ports on WEDNESDAY, the 14th inst., at DAYLIGHT. For Freight, apply to  
A. S. MIHARA,  
Agent.  
Hongkong, 9th September, 1904. [2185]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITTS.

## THE Steamship

"GLENLOCHY" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.  
Hongkong, 8th September, 1904. [2182]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT will be ready to-morrow, and will contain—

Epitome of the Week's News.

Leading Articles.

Registration of Servants.

Port Arthur.

Chinese Farmers' Troubles.

Missionaries and Policies.

Wei-hai-wei.

Hongkong Gossip.

Alleged Foreign Piracy at Shanghai.

The Lichuan Massacres.

Fancy Shooting.

Supreme Court.

Marine Court.

National Bank of China, Ltd.

Another Boxer Alarm.

Nanking Water Supply.

A Water Front Complaint.

Pekhoi.

Hongkong General Chamber of Commerce.

Astr. House Hotel Co., Ltd.

Strait Currency.

Opening of Chungshan.

Hongkong Gymnasium.

Victoria Aquatic Carnival.

Far East Trade Items.

Hongkong and Port News.

Miscellaneous.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 9th September, 1904.

## FOR SALE.

A COMPLETE ST. AM. LAUNDRY, with all New Machinery and Plant, in Perfect Working Order.

Apply to—  
O. HANISCH,  
9, Robbling Well Road, Shanghai.  
Shanghai, 2nd September, 1904. [2173]

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 5th June, 1904. [2160]

## THE AMERICAN SYSTEM

## DENTISTRY

Dr. M. H. CHAUN,  
37, Des Voeux Road Central, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [2161]

AMOY ENGINEERING CO., LD., AMOY

## CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,  
Manager.  
Amoy, 3rd December, 1903. [2150]

## MAIL TABLES

## FOR

## 1904.

Mounted on Card ... 30 cents  
Paper ... 20 cents

On Sale at the Daily Press Office.  
Hongkong 5th March, 1904

## INTIMATIONS

## WANTED.

By a Gentleman, as an ASSISTANT in a Store or Office or Hotel Runner. Best references.

Apply—  
H. M.,  
Care of Daily Press Office,  
Hongkong, 30th August, 1904. [2107]

CHINA COMMERCIAL STEAMSHIP CO., LD.

## WANTED.

A DOCTOR for the s.s. "CLAYBERING," running between Hongkong and Mexico. Apply to—

J. S. VAN BUREN,  
Superintendent.  
Hongkong, 7th September, 1904. [2169]

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited.

Hongkong, 28th May, 1904. [2133]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1904. [2174]

HONGKONG HIGH-LEVEL TRAMWAYS CO., LD.

Having been represented to the Management, that the Morning Service of Cars is insufficient to provide for the increased number of servants going to and returning from market, the Company will shortly run two extra cars between 6.30 A.M. and 7.30 A.M., and servants' tickets will be available for any part of these cars except the saloon. Householders at the Peak are invited to state what they consider the most convenient times to run the proposed extra cars and to make any suggestions in connection with same that they may think fit.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 8th September, 1904. [2175]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TODAY (FRIDAY),

the 9th September, 1904, at 11.30 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street).

ONE SINGER'S SEWING MACHINE, CARPETS, PERFUMERY, SUNDRIES, MILLINERY, BOOKS, PICTURES, HOUSEHOLD GOODS, ONE FRAMED COLLECTION OF VERY RARE CASH, ONE NEW WALTHAM GOLD WATCH and CHAIN, and SUNDRY CURIOS.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 7th September, 1904. [2177]

## NOTICE.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

FRIDAY,

the 16th September, 1904, at 3 P.M., at their Offices in Ice House Street.

THE VALUABLE LEASEHOLD PROPERTY

Known and registered in the Land Office as SECTION A OF INLAND LOT No. 99, with the premises thereon.

Now known as

Nos. 255, 257, 259, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

The property has an area of 2,934 square feet and is subject to an apportioned Crown Rent of \$10.02. It is held from the Crown for the residue of the term of 75 years from the 26th day of June, 1843, and for a further term of 92 1/2 years respectively created therein by a Crown Lease of the said Inland Lot No. 99 and the Indenture of Extension thereof respectively dated the 10th September, 1845, and the 21st January, 1860, and respectively made between Her late Majesty Queen Victoria of the one part and Loo A King of the other part and Her said Majesty of the one part and Kwok Kam Fook of the other part.

The property will be sold subject to (a) a Mortgage dated the 27th January, 1903, made between Choy Chung of the one part and U Yan of the other part and registered at the Land Office by Memorial No. 31404 and to the principal sum of \$19,000 and interest and other moneys thereby secured (b) a Mortgage dated the 27th June, 1903, made between the said Choy Chung of the one part and Tam Mun Hing of the other part and registered at the Land Office by Memorial No. 34115 and to the principal sum of \$20,000 and interest and other moneys thereby secured (c) an Equitable Charge dated the 23rd July, 1903, made between the said Choy Chung of the one part and Tam Kin of the other part and registered at the Land Office by Memorial No. 35436 and to the principal sum of \$2,000 and interest and other moneys thereby secured (d) a Mortgage dated the 5th June, 1901, made between the said Choy Chung of the one part and Lam Chat Tai of the other part and registered at the Land Office by Memorial No. 35775 and to the principal sum of \$37,000 and interest and other moneys thereby secured and (e) a Mortgage dated the 10th June, 1904, made between the said Choy Chung of the one part and Li Hing Wai of the other part and registered at the Land Office by Memorial No. 35799 and to the principal sum of \$10,000 and interest and other moneys thereby secured.

For further particulars and conditions of sale, apply to—

Messrs. HUGHES & HOUGH,  
Auctioneers,  
or to

Messrs. DEACON, LOOKER & DEACON,  
The Solicitors having the conduct of the sale, 10, Queen's Road Central.  
Hongkong, 1st September, 1904. [2127]

## PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING & DYING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 23rd August, 1904. [2070]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, Pedder Street, Victoria, Hongkong, on THURSDAY, the 22nd day of SEPTEMBER, 1904, at 12.15 P.M., when the proposed Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as Special Resolutions.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new Shares of \$50 each.

2. That such new Shares be issued at a premium of \$20 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 1st December, 1904.

Dated the 1st September, 1904.

By Order of the Board.

EDWARD OSBORNE,  
Secretary.

2137

NOTICE CONVENING SECOND EXTRAORDINARY GENERAL MEETING OF THE COMPANY.

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Bank Premises, Queen's Road, Victoria, Hongkong, on SATURDAY, the 24th day of SEPTEMBER, 1904, at 12 o'clock Noon, when the Resolution set out below, which was passed at the Extraordinary General Meeting of the Company held on the 8th day of September, 1904, will be submitted for confirmation as a Special Resolution.

Resolution.

That the Capital of the Company be reduced from £1,000,000, divided into 750 Shares of £1 each (Founders' Shares), and 99,925 Shares of £10 each (Ordinary Shares), to £899,475, divided into 99,925 Shares of £9 each; and that such reduction be effected by writing off the whole amount paid or credited as paid on each of the 750 Shares of £1 each and cancelling those Shares, and by writing off £3 per Share, part of the sum of £8 per Share which has been paid or credited as paid on the 49,455 Shares of £10 each which have been issued, and by reducing each of the 99,925 Shares of £10 each to a Share of £7.

By Order,

GEO. W. F. PLAYFAIR,  
Chief Manager.

Hongkong, 7th September, 1904. [2170]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 30th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Office in Alexander Building, 40, The Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [2146]

THE JAPAN LAUNDRY COMPANY.

UNDER New Management the above Company is now prepared to accept washing in any quantity from Town, Peak and Kowloon residents—also from Ships.

Work Splendidly Executed.

Charges—Moderate.

F. G. ALLEN,  
Manager.  
Town Office, 36, Queen's Road Central (above Messrs. Watson's Old Establishment).  
Hongkong 3rd September, 1904. [2144]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies—

CHES CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEE, Fire (Cracker) Factory.

Hongkong, 1st June, 1904. [1987]

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1904.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPELLE & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887.

NORTHERN ASSURANCE CO.

## FIRE and LIFE.

## ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TUNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [207]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903, £16,898,650.

I. AUTHORIZED CAPITAL... £3,000,000.

SUBSCRIBED CAPITAL... 2,750,000.

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 3,056,981 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.,  
Hongkong 28th April, 1904 [1131]

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

Hongkong, 1st January, 1904. [105]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,  
Sole Agents.  
Hongkong, 18th May, 1903. [21]

WHISKIES.

BUCHANAN'S CELEBRATED

BLENDS OF SCOTCH WHISKY are

Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50

Black and White ... \$16.50

Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,  
Wine Merchants and General Storekeepers,  
6, Queen's Road.  
Hongkong, 22nd August, 1904. [2054]

NOTICE.

DURING the Absence of Mr. J. H. DERBYSHIRE in America, Mr. FRED. J. MAXEY, the representative of the SINGER Manufacturing Co. for Western and Northern China, will take charge of their interests in Hongkong and Southern China; and Mr. H. KEMPF will Sign per Pro. in Hongkong.

Any letters of importance or information can find Mr. MAXEY, by being addressed to Hongkong or Shanghai, care of The SINGER MANUFACTURING CO.

Hongkong, 5th September, 1904. [2155]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.  
Hongkong, 18th November, 1901. [75]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [78]

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.



## TO LET

## HONGKONG CLUB.

## TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.  
C. H. GRAUE, Secretary.  
Hongkong, 4th June, 1904. [1417]

## TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.  
Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1717]

## TO LET.

THE EYRIE (PEARL).  
BELLILIOS TERRACE, Nos. 10, 13 & 21, BANGOUR (PEARL) from 1st August, No. 9, BEACONSFIELD ARCADE Shop, No. 14, BEACONSFIELD ARCADE, 1st Floor.  
Apply to—  
LINSTED & DAVIS,  
Hongkong, 26th August, 1904. [1429]

## TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD.  
Nos. 6 & 8, CASTLE ROAD.  
Nos. 74, CAINE ROAD.  
Apply to—  
COMPRADORE DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 18th July, 1904. [430]

## TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.  
Apply to—  
WING CHEONG,  
35, Queen's Road Central,  
Hongkong, 3rd November, 1903. [74]

## TO LET.

NOS. 1, STEWART TERRACE, the Peak.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [885]

## TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.  
Apply to—  
THE SECRETARY,  
The Bowling Club Ltd.  
Hongkong, 14th July, 1904. [1710]

## TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, after the 30th September, at present known as the Alexandra House (opposite the General Post Office). Suitable for Hotel or Boarding House purposes.  
Apply to—  
YEE SANG FAT,  
Above Address.  
Hongkong, 7th September, 1904. [2174]

## TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.  
For particulars, apply to—  
P. O. BOX 22,  
Care of Daily Press Office,  
Hongkong, 17th June, 1904. [1507]

## TO LET.

NOS. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' Quarters).  
Apply to—  
H. M. S. H. ESMAIL,  
4, Hollywood Road,  
Hongkong, 16th August, 1904. [1991]

## TO LET.

NOS. 1, RIFON TERRACE (in FLATS).  
No. 17, WONG-NEI-CHONG ROAD, facing Race-course.  
FLATS in MORETON TERRACE, facing the Polo Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).  
GODOWNS, PRAYA EAST.  
No. 1, CLIFTON GARDENS, Conduit Road.  
OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th June, 1904. [175]

## TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.  
Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 17th June, 1904. [1515]

## TO LET.

NOS. 6, UPPER MOSQUE TERRACE, European residence, commanding fine view of the Harbour; Water and Gas laid on Possession from 1st August, 1904.  
Apply to—  
G. J. SEQUEIRA,  
Care of A. E. Marty,  
Hongkong, 25th July, 1904. [1808]

## TO LET.

NOS. 52, HOLLYWOOD ROAD.  
And others to suit various requirements.  
S. A. SETH,  
Land and Estate Broker,  
The Dairy Farm Co., Ltd.  
Hongkong, 19th July, 1904. [17]

## TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
No. 6, GRANVILLE AVENUE, Kowloon. Immediate possession. Moderate rental.  
No. 5, SALISBURY AVENUE, Kowloon. Possession from 1st October, moderate rental.  
Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [1611]

## TO LET

## TC LET.

NOS. 8, UPPER WEST TERRACE.  
Immediate possession.  
Apply to—  
L. K. F.,  
National Bank of China Ltd.  
Hongkong, 3rd August, 1904. [150]

## TO LET.

ROOMS or OFFICES on the First Floor of 34, Queen's Road Central.  
Apply to—  
YEE SANG FAT,  
At the Above Address.  
Hongkong, 15th August, 1904. [1861]

## TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy Town.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th July, 1904. [1846]

## TO LET.

EUROPEAN HOUSES, Nos. 2 to 15, Gap Road, Morrison Hill, thoroughly cleaned and colour-washed, in flats or whole.  
Apply to—  
CHAN SHAU U, or  
A. STEVENSON, Agent for Lessee,  
Care of The Pharmacy,  
HONGKONG, 12th August, 1904. [1960]

## TO LET.

OFFICE and GODOWN, on Shameen, to be let from 1st September.  
Apply to—  
DEACON & CO.,  
Canton, 29th August, 1904. [2095]

## TO LET.

3RD FLOOR, suitable for Office.  
Apply to—  
WING CHEONG,  
35, Queen's Road Central,  
Hongkong, 3rd June, 1904. [74]

## TO LET.

NOS. 55, HOLLYWOOD ROAD, THREE ROOMS, Open on all Sides, and suitable for Offices or Residence.  
Apply to—  
NO. 49 & 55, HOLLYWOOD ROAD,  
Hongkong, 29th August, 1904. [2094]

## TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).  
Apply to—  
X,  
Care of Daily Press Office,  
Hongkong, 6th September, 1904. [2161]

## TO LET.

THREE ROOMS in the Upper Level, with Bathroom, Kitchen and Servants' Quarters; suitable for bachelors. Rent moderate.  
Apply to—  
"APARTMENTS,"  
Care of Daily Press Office,  
Hongkong, 2nd September, 1904. [2135]

## TO LET.

FURNISHED ROOM, from 1st October, 1904, with Board, near Kowloon Ferry.  
Apply to—  
T. C.,  
Care of Daily Press Office,  
Hongkong, 5th September, 1904. [2156]

## TO LET.

CARTRIDGES.  
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.  
ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.  
WM. SCHMIDT & CO.,  
Hongkong, 28th November, 1902.

## TO LET.

HIRANO WATER.  
PURE, SPARKLING, INVIGORATING.  
THE LEADING MINERAL WATER OF THE EAST.  
Bottled in Japan by H. E. REYNELL & Co.  
BEWARE OF JAPANESE IMITATIONS.  
F. BLACKHEAD & CO., AGENTS  
Hongkong, 31st July, 1903. [1898]

## TO LET.

A. LING & CO.,  
FURNITURE STORE.  
PLATED, GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903.

## TO LET.

NOTICE TO SHIPPERS.  
THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.  
For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 20th May, 1904. [1299]

## TO LET.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.  
QUEEN ELIZABETH—British ship, C. E. Fulton.  
Standard Oil Co.  
LYNDHURST—British 4-m. barque, Parnell.  
Standard Oil Co.  
KENT—British Ship, T. E. Burch.  
Standard Oil Co.  
E. B. SUTTON, American barque, Johnson.  
Order—  
EVIE J. RAY, American barque, Kastin.  
Sandor, Wicler & Co.

## PROPOSED MANUFACTURE IN INDIA OF OOLONG TEAS.

The following is taken from the annual report of the Indian Tea Cess Committee for the year ended 31st March, 1904, which is published in the latest Indian papers to hand.

In June last the Indian Tea Association made a proposal to the effect that some action might usefully be taken with the object of promoting the manufacture in India of teas resembling those known as Formosa Oolongs. The latter are high priced teas which are popular in America, and which are now produced exclusively in the island of Formosa. The London Committee of the Association expressed the opinion that they might be successfully introduced on Gardens in Darjeeling, and probably in Assam also, if the planters could be taught the precise method of manufacture. Information on the latter point could, the London Committee thought, be obtained by the deputation to Formosa of an experienced European planter, who would thus be enabled to study both cultivation and manufacture on the spot. The cost of the Mission might, they added, be borne by the Cess Funds. A counter-proposal that two Chinamen should be brought from Formosa to India for the purpose of teaching the planters here was also advanced. And the Association likewise suggested that the Cess Committee should grant a bonus—at a rate somewhat higher than the existing bonus on green tea—on all Oolongs of a certain standard produced in this country.

The question was considered at the meeting in January last, when the Executive Committee submitted the result of certain enquiries which they had made respecting it. The Committee resolved: (a) to allot a sum of Rs. 3,000 towards the cost of the deputation of a European planter to the Island of Formosa; and (b) to offer a bonus of 1½ anna per pound on 100,000 lbs. of Oolong teas to be manufactured on Indian estates during the season 1904-05. A like sum of Rs. 3,000 was contributed by the Indian Tea Association towards the cost of the undertaking; and it was agreed that the total expenditure ought not to exceed Rs. 6,000. The arrangements were made by the Association, who entrusted the Mission to Mr. Jas. Hutchison, an experienced Darjeeling planter. Mr. Hutchison left for Hongkong en route to Formosa on the 9th April.

As regards the bonus, it is understood that certain proprietors contemplate manufacturing Oolongs of the Formosa type this season. Indeed samples from some estates have been already sent to the Committee for approval. They were not without merit, but unfortunately none of them bore sufficient resemblance to a Formosa Oolong to justify the Committee in granting the bonus on them.

## NAVAL GUNNERY.

There has been much criticism of late as to the insufficiency of the long range target practice of our fleet. The importance of such practice is one of the lessons of the present war, where there has been no fighting between ships at range of less than 4,000 yards. Indeed, at Chemulpo the *Asama* shot the *Varyag* at pieces at between 8,000 and 4,000 yards.

The range for ordinary firing has hitherto been under 2,000 yards in our Navy, though the larger ships on rare occasions fire at much longer ranges. The performance at extreme ranges is of vital importance, as then the conditions most closely approximate to those of actual war. The recent performance of the powerful armoured cruiser *Good Hope*, firing at 6,000 yards off the coast of Morocco, will therefore be studied with close attention.

The total number of shots discharged was 120 from the 9.2in. and 6in. guns. The 9.2 fires a 33lb. shell at the rate of about two a minute, though, in some cases, three or even four shots have been fired in the minute. The 6in gun fires a 100lb. shot at the rate of five or six a minute, though as many as ten or eleven have been fired with good gunners.

The number of hits obtained by the *Good Hope* was 42, a percentage of 35. As the percentage of hits at the ordinary short range for the fleet is only a little over 36, this is an exceedingly good result when shooting at a range of nearly four miles, and the officers and crew of the *Good Hope* are to be warmly congratulated upon it.

The *Good Hope* flies the flag of Rear-Admiral Sir W. H. Fawkes, commanding the cruiser squadron; her captain is Captain C. E. Maitlen, and her gunnery officer Lieutenant A. H. Alington.—*Ping Gazette*.

## THE KING AND THE FLOWER SHOW.

At the opening of the R. H. S. new hall in London, the King said:

"In the name of the Queen and myself I thank you for your loyal and dutiful address. I am very glad that you have at length obtained a suitable hall for your beautiful and interesting shows, and adequate accommodation for your library, and for the performance of the official work of the society; and it is with great pleasure that the Queen and I are here to-day to declare these new buildings to be open. We are pleased also to be able to congratulate the society upon their having acquired the garden to which you allude, and for which you are indebted to the goodness of Sir Thomas Hanbury. The love of horticulture has increased immensely in this country within the last century, owing in part, no doubt, to the greatly extended facilities enjoyed by our people for visiting rural places; and no science deserves more encouragement than that which tends to promote the study of the art of gardening, and to stimulate a taste so wholesome and elevating as the love of trees and of flowers. Our visits to your exhibitions have always given us great satisfaction; and I

remember, and am touched by your allusion to, the interest which my dear father took in your society. The Queen and myself wish that every success may attend the opening of this new hall and its adjoining premises, and trust that the centenary which we are celebrating to-day may prove to be the occasion of an accession of prosperity to the Royal Horticultural Society."

## REVOLUTIONISING ASIA.

There is a very significant article, ominous of imminent world-catastrophe, in the *Century*. It is called "Economic Changes in Asia," and is written by Doctor A. J. Brown after a tour of nearly sixteen months in Asia. The new and expensive standards of civilisation introduced by contact with the foreigner have effected a rapid revolution in the life of the people. Every new railway that taps a hitherto remote corner raises the price of these foods to the home consumer. New facilities for export have doubled, tripled, in some places quadrupled the price of rice in China, Japan, and Siam. The depreciation of silver means that the common people have to pay more for the necessities of life, and in China the evil is aggravated by the heavy import taxes levied to meet the Boxer indemnity. The ingenuity of modern invention has created new wants. "The desire of the Asiatic to possess foreign lamps is equalled only by his passion for foreign clocks." American lamps and American clocks are spreading everywhere. In the far interior of Shanghai the magistrate had just created immense parental consternation by announcing that hereafter boys and girls must wear clothes, on pain of being arrested if they were found naked. Says the doctor, "the economic revolution in Asia is characterised, as such revolutions usually are in Europe and America, by widespread unrest and in some places by outbreaks of violence. The oldest of continents is the latest to undergo the throes of the stupendous transformation from which the newest is slowly beginning to emerge. The transition period in Asia will be longer and perhaps more trying, as the numbers involved are vaster and more conservative."

But he ends with the sanguine conclusion that the ultimate result cannot fail to be beneficial both to Asia and to the whole world.—*Review of Reviews*.

## MASKEE!

(Two Ceylon Light Infantrymen are in conversation.)  
First Light Infantryman (*The Ideal*).—"Been doing extra drill!—serve you right. Why don't you smarten up and take an interest in your work. Fellows like you get the corps laughed at!"  
Second Light Infantryman (*Perhaps only too real*).—"Why should I? I'm an efficient, get my annual grant and kit and exemption from poll-tax—what's the good of?"  
First Light Infantryman (*In disgust*).—"Bah! And do you fancy you represent the type of man the country will have to rely on for its defence?"—*Times of Ceylon*.

JUST ESTABLISHED.  
(Telephone No. 467.)

WING SUN & CO.,  
NO. 54, QUEEN'S ROAD CENTRAL  
(Premises Formerly Occupied by Messrs. C. J. Ganup & Co.)

HIGH CLASS TAILORS & OUTFITTERS,  
SHIRTS & BREECHES MAKERS.  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
Now Showing:—New Lot of Straw Hats, Felt Hats, Panamas, Umbrellas, Walking Sticks, Boots and Shoes, &c., &c., &c.  
Inspection Invited.  
Hongkong, 5th August, 1904. [1912]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.  
CODE WORD: "DOCK," NAGASAKI.  
A.I. A.B.C. Seotie's and Engineering Codes Used.  
DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 261 "

DOCK No. 2 (at MUKAHIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 68 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "  
PATENT SLIP (at KOSUGI).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
The COMPANY has a SALVAGE STEAMER 712 TONS GROSS, FITTED UP POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1703]

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.  
REPORT OF AN EXPERT.  
The representative of Messrs. BRATHY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly in the absolute cleanliness of our whole establishment, which he assured was equal to any he had yet visited, and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.  
F. P. DANENBERG,  
General Manager.  
Hongkong, 11th May, 1904. [1222]

## MOTHER SEIGEL'S SYRUP

## AIDS DIGESTION—CURES INDIGESTION.

Relish for food and power to digest it are essential to sound health, for only by the digestion and assimilation of food can lost or worn-out bodily tissue be replaced and life sustained. When digestion fails, as in dyspepsia or indigestion, both body and brain are starved, the patient becomes languid and weak, incapable of active, vigorous effort, or clear sustained thought. Headaches, loss of appetite, pains after eating, fullness at the chest, palpitation, anemia and sleeplessness are but a few of the many disorders which have their origin in imperfect digestion and nutrition. Thirty drops of Mother Seigel's Syrup, taken daily after meals, makes food nourish you. It gives tone and vitality to the stomach, liver and intestines, thus ensuring the thorough digestion and assimilation of food.

## HAS CURED THOUSANDS.

"For three years I suffered greatly from biliousness and indigestion. When I sat down to table I could eat hardly anything. Attacks of vomiting made me quite weak, and I was surprised at the change it effected in my condition. On rising in the morning I was seized with dizziness, and had on several occasions to go back to bed again. I tried various remedies, but remained in quite the same condition. While at Cape Town, during the war, I heard of the wonderful qualities of Mother Seigel's Syrup, and I decided to give it a trial. After the first bottle the dizziness and bilious feeling left me, and I continued using the Syrup until I felt completely cured."—E. Petersen, Lower End, Main Street, Johannesburg. March 29th, 1904.

## IT WILL HELP YOU.

## THE CIGARETTES OF THE FUTURE.

## ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.

## TRADE MARK.



LOTUS.	KARIM.
Large Size \$5.00 per 100.	Large Size \$3.75 per 100
Gold Tippee, Medium Size	Medium Size \$3.50
\$3.75 per 100	THABIT.
ZAFAR.	Large Size \$3.00 per 100
Large Size \$4.60 per 100	Medium \$2.75 per 100
Medium Size \$4.20	

SOLE AGENTS FOR HONGKONG:  
KRUSE & CO., CONNAUGHT HOUSE.

## 1815] KRUSE &amp; CO., CONNAUGHT HOUSE.

MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)  
COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.  
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NAGASAKI, MOBI KOBE, KARATSU and HANKOW.  
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SHANGHAI: H. J. H. TRIPP.  
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.  
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.  
SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namazato and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.  
Sole Agents for Kigie, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.  
TAKASHIMA COAL.  
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, 28th April, 1904. [112]

VISITORS TO CANTON  
Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."  
BY  
CAPTAIN C. V. LLOYD (S.S. "HANKOW")  
With Illustrations, Maps and Plans.  
Price.....\$1.90

On Sale at—  
Hongkong: "Daily Press" Office.  
Messrs. KELLY & WILSON.  
Messrs. W. BROWN & Co.  
Canton: Messrs. A. S. WATSON & Co.  
Hongkong, 4th October, 1903.

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
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is given in the  
HONGKONG WEEKLY PRESS,  
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Subscription, if paid in advance, \$12 per annum.  
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A CURE FOR ASTHMA!!!  
GRIMAULT'S  
INDIAN CIGARETTES  
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, Laryngitis, Colds, with Wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.  
GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S  
Matico Capsules  
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Renowned Physicians prescribe Grimault's Matico. It is a most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copiba, have not the inconvenience of producing Nausea.  
MATIOCO INJECTION is used in recent and chronic cases.  
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ON SALE.  
THE  
PROVINCE OF SHANTUNG.  
ITS TRADE, POPULATION AND FUTURE PROSPECTS.  
BY M. O'S  
Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office.  
Hongkong, 31st January, 1900.

1265-5



## SHIPPING.

**ARRIVALS.**  
**GLENLOCH**, British str., 2,907, E. J. Stallard, 8th Sept.,—Singapore 1st Sept., General.—McGregor Bros. & Co.  
**HEIMDAL**, Norwegian str., 1,234, Johnson, 8th Sept.,—Swatow 7th Sept., Ballast.—Doddwell & Co.  
**TR. Norwegian str.**, 1,408, D. L. Danielsen, 8th Sept.,—Hongkong 6th Sept., Coal.—Sander, Weller & Co.

**CLEARANCES.**  
**AT THE HANNOVER MASTER'S OFFICE.**  
 8th September.  
**Bendloch**, British str., for Yokohama.  
**Chansang**, British str., for Kobe.  
**Gaea**, German str., for Chetoo.  
**Hanoi**, French str., for Kwangchauwan.  
**Taksang**, British str., for Shanghai.

**DEPARTURES.**  
 8th September.  
**AMERICA MARU**, Japanese str., for S. Francisco.  
**HAITAN**, British str., for Coast Ports.  
**KUNSAO**, British str., for Calcutta.  
**PROVIDENCE**, Japanese str., for Swatow.  
**RABORA**, British str., for Saigon.  
**SHANTUNG**, British str., for Saigon.  
**SIAM**, British str., for Shanghai.  
**TERRELL**, British str., for Singapore & Home.  
**TOONAN**, Chinese str., for Canton.  
**WOSANG**, British str., for Canton.

**VESSLS IN DOCK.**  
 8th September.  
**ABREDEEN DOCKS**—Zafiro, Hongkong.  
**Kowloon Dock**—U. S. S. Pathfinder.  
**Shammut, Korat, Kintong, Inkon, Petchaburi, Kaitong.**  
**COSMOPOLITAN DOCK**—Arratoon Apear.

**VESSLS ON THE BERTH**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI**  
 THE Company's Steamship

**"HAIMUN."**  
 Captain Robson, will be despatched for the above ports TO-MORROW, the 10th inst., at 2 P.M.  
 For Freight or Passage, apply to  
**DOUGLAS LARPAIK & CO.,**  
 General Managers.  
 Hongkong, 7th September, 1904. 2172

**"BEN" LINE OF STEAMERS.**

**FOR LONDON AND ANTWERP.**  
 THE Steamship

**"BENVOLICH."**  
 Captain Thomson, will be despatched as above on or about the 10th September.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 16th August, 1904. 1994

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERANEAN PORTS.**  
**PLYMOUTH AND LONDON.**  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
 THE Steamship

**"CHUSAN."**  
 Captain A. Thompson, carrying His Majesty's Mail, will be despatched from this office for Bombay, etc., on SATURDAY, the 10th SEPTEMBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Maruora," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on the 23rd October.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.  
 For further particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 29th August, 1904.

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
 VIA PORTS AND SUEZ CANAL  
 PROPOSED SAILINGS FROM HONGKONG, 1904.  
 "ATHOLL" ... 15th Sept.  
 "SAGAMI" ... 30th Sept.  
 "HINDUSTAN" ... 15th Oct.  
 For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
 Agents.  
 Hongkong, 9th August, 1904. 1871

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**  
**FOR SHANGHAI, KOBE AND YOKOHAMA.**  
 THE Company's Steamship  
**"AUSTRALIAN."**  
 Captain Vorton, will be despatched for the above ports on or about MONDAY, the 12th inst.  
 For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent.  
 Hongkong, 6th September, 1904. 1812

**STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.**  
 (W. 14th liberty to call at Philippine Ports.)  
 THE Steamship  
**"HUDSON."**  
 will be despatched on or about the 15th September.  
 For Freight or further information, apply to  
**STANDARD OIL COMPANY OF NEW YORK,**  
 Oriental Freight Department.  
 Hongkong, 28th July, 1904. 1184

**"SHIRE" LINE STEAMSHIP CO.**  
**FOR HAVRE, LONDON AND ANTWERP.**  
 THE Company's Steamship  
**"MERIONETHSHIRE."**  
 Captain G. C. Cunliffe, will be despatched for the above ports on FRIDAY, the 23rd inst.  
 This steamer has superior accommodation for Saloon passengers.  
 For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
 Agents.  
 Hongkong, 11th August, 1904. 1183

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENVOLICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 10th inst.
LONDON, etc., via PORTS OF CALL	CHUSAN	Brit. str.	A. Thompson	P. & O. S. N. Co.	To-morrow, Noon.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	13th inst.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	27th inst.
LONDON, AMSTERDAM & ANTWERP	PATROCLOS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
LONDON, AMSTERDAM & ANTWERP	PINGHUET	Brit. str.	Dickens	BUTTERFIELD & SWIRE	25th Oct.
MARSEILLES, etc., via PORTS OF CALL	BREMA	Ger. str.	Boudon	MESSAGERIES MARITIMES	20th inst., at 1 P.M.
BREMA, via PORTS OF CALL	GNEISENAU	Ger. str.	H. Bleeker	MELCHERS & CO.	14th inst., Noon.
HAVRE, BREMEN & HAMBURG	SCANDIA	Ger. str.	Bohrens	HAMBURG-AMERIKA LINE	20th inst.
HAVRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	Bohrens	HAMBURG-AMERIKA LINE	18th Oct.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINE	15th Nov.
HAVRE, LONDON & ANTWERP	TRIESTE	Ger. str.	G. C. Cunliffe	SHEWAN, TOMES & CO.	30th inst., P.M.
TRIESTE, etc., via SINGAPORE, etc.	AUSTRIA	Ger. str.	Colledani	BUTTERFIELD & SWIRE	22nd inst.
GENOA, MARSEILLES & LIVERPOOL	ADONIS	Brit. str.	J. Cox	SHEWAN, TOMES & CO.	12th inst., 4 P.M.
GENOA, MARSEILLES & LIVERPOOL	ALCIBIOS	Brit. str.	J. Cox	SHEWAN, TOMES & CO.	12th inst.
NEW YORK via SUEZ CANAL	HYDROS	Brit. str.	Pybus, E.N.E.	STANDARD OIL CO.	About 15th inst.
NEW YORK via SUEZ CANAL	ATHOLL	Brit. str.	Pybus, E.N.E.	DODWELL & CO., LTD.	About 16th inst.
NEW YORK via PORTS & SUEZ CANAL	E. OF JAPAN	Brit. str.	Pybus, E.N.E.	CANADIAN PACIFIC R. CO.	21st inst.
VANCOUVER, via SHANGHAI, etc.	ATHENIAN	Brit. str.	Purinton	CANADIAN PACIFIC R. CO.	12th Oct.
VANCOUVER, via SHANGHAI, etc.	PLEIADES	Brit. str.	Schulke	DODWELL & CO., LIMITED	17th inst.
VICTORIA (B.C.) & PACOMA via JAPAN	DEUCALION	Brit. str.	Schulke	BUTTERFIELD & SWIRE	3rd Oct.
VICTORIA (B.C.) & SEATTLE via N'AKI, etc.	ARAGONIA	Brit. str.	Schulke	PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	Moore	GIBB, LIVINGSTON & CO.	17th inst., Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Moore	BUTTERFIELD & SWIRE	18th inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 9th inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	MANILA	Brit. str.	H.G.H. Lowell	P. & O. S. N. Co.	About 16th inst.
NAGASAKI, KOBE & YOKOHAMA	BAROTSE	Brit. str.	Malin	NIPPON YUSEN KAISHA	13th inst.
KOBE	CHINGTU	Brit. str.	Malin	BUTTERFIELD & SWIRE	14th inst., 4 P.M.
TIENSIN	WOSANG	Brit. str.	Malin	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SHANGHAI	LOKANG	Brit. str.	Phillips	P. & O. S. N. Co.	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA	BENGAL	Brit. str.	Vernon	MESSAGERIES MARITIMES	About 12th inst.
FOOCHOW, via SWATOW & AMOY	ATRELLIAN	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	14th inst., 10 A.M.
TAMSUI, via SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	11th inst., 10 A.M.
SWATOW, AMOY & TAMSUI	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	18th inst., 10 A.M.
MANILA	HAIMUN	Brit. str.	Robson	DOUGLAS LARPAIK & CO.	To-morrow, 2 P.M.
MANILA	LOONGSANG	Brit. str.	Weigall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	TEAN	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	13th inst.
MANILA	TREMON	Brit. str.	T. W. Garlick	DODWELL & CO., LTD.	About 15th inst.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	17th inst., 10 A.M.
MANILA	EASTERN	Brit. str.	McArthur	GIBB, LIVINGSTON & CO.	17th inst., Noon.
MANILA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	24th inst., 10 A.M.
CEBU & ILOILO	KAIFONG	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	14th inst.
SINGAPORE, PENANG & CALCUTTA	A. APCAR	Brit. str.	E. Fey	DAVID SASSOON & CO.	13th inst., 3 P.M.
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	Maganini	CARLOWITZ & CO.	To-morrow, Noon.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, etc.  
 THE Steamship

**"EASTERN."**  
 Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 19th August, 1904. 1927

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
**FOR MANILA.**  
 THE Steamship  
**"EASTERN."**  
 Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
 For Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 27th August, 1904. 1900

**NATAL LINE OF STEAMERS.**

**THE Undersigned GENERAL AGENTS**  
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.  
 For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
 General Agents for China and Japan.  
 Hongkong, 4th August, 1897.

**HONGKONG-CANTON LINE.**  
 THE British steamship  
**"YING KING."**  
 Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line, and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
 1st Class ... \$3.00 for Single journey  
 2nd ... 1.50  
 Meals ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
**YUK ON S.S. CO., LTD.**  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904. 17

**FOR CANTON.**

**THE new and fast Twin-Screw Steamer**  
**"SAN CHEUNG."**  
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
**CHEUNG ON STEAMBOAT CO., LTD.**  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904. 12



**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon suitcases, Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat. 17th Sept. 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat. 24th Sept. 10 A.M.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 5th September, 1904. 116

**NORTHERN PACIFIC LINE.**  
 BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.**

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,753	Purinton	Saturday, September 17th
SHAWMUT	9,606	W. M. Smith	Saturday, September 24th
TREMON	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

**FOR MANILA.**  
 The largest, stadiest, and most comfortable steamers for Manila.  
**S.S. TREMON** ... 9,606 tons. T. W. Garlick ... About 15th September.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**  
 The twin-screw s.s. "SHAWMUT" and "TREMON" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 11th September, 1904. 17

**OSAKA SHOSHEN KAISHA**  
 REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.  
**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 11th Sept., at 10 A.M.
FOOCHOW, via SWATOW AND AMOY	H. A. HARALDSEN	at 10 A.M.
TAMSUI, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 14th Sept., at 10 A.M.
	A. HANSEN	at 10 A.M.
	"M. STRUVE"	SUNDAY, 18th Sept., at 10 A.M.
	T. BRANDT	at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been repatriated for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.  
**T. ARIMA, Manager**  
 Hongkong, 5th September, 1904. 115



**FOR MANILA.**  
 The largest, stadiest, and most comfortable steamers for Manila.  
**S.S. TREMON** ... 9,606 tons. T. W. Garlick ... About 15th September.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.**  
**STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.**  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.**

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION**

STEAMERS	SAILING DATES
GNEISENAU	WEDNESDAY 14th September
PRINZ HEINRICH	29th September
BAYERN	12th October
SACHSEN	26th October
ZIETEN	9th November
PRINZESS ALICE	23rd November
PRINZ REGENT LUITPOLD	7th December
PREUSSEN	21st December
PRINZ EITEL FRIEDRICH	4th January 1905
PRINZ HEINRICH	18th January 1905

ON WEDNESDAY, the 14th day of SEPTEMBER, 1904, at Noon, the Steamship "GNEISENAU," Captain H. Bleeker, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 12th September. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th September, and Parcels will be received at the Agency Office until Noon on TUESDAY, the 13th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
 Linen can be washed on board.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
 Hongkong, 18th August, 1904. 5

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

**PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON**  
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"ARAGONIA"	5,198	Schuldt	September 14th, 1904
"NUMANIA"	4,970	W. Garlick	October 10th, 1904
"NICOMEDIA"	4,970	W. Garlick	October 27th, 1904
"ARABIA"	4,483	Bahle	November 19th, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
 Hongkong, 25th August, 1904. 114

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

**THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.**  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
**SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.**

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**  
 R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 21st Sept.  
 R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 12th Oct.  
 R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Oct.  
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 2nd Nov.  
 R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 16th Nov.  
 Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 232.  
 Intermediate on Steamers ... 240 ...  
 and 1st Class Rail ... 242.

The magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
**D. W. CRADDOCK, Acting General Agent.**  
 9, Redder Street.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	BENGAL	About 9th September	Freight and Passage.
	G. Phillips		
LONDON, etc.	CHUSAN	Noon, 10th September	See Special Advertisement.
	A. Thompson		
YOKOHAMA, via SHANGHAI, MOI, KOBE and YOKOHAMA	MALACCA	About 9th September	Freight only.
(Passing through the Inland Sea)	A. F. Street		
YOKOHAMA, via SHANGHAI, MOI, KOBE and YOKOHAMA	MANILA	About 16th September	Freight only.
(Passing through the Inland Sea)	H.G.H. Lowell, E.N.E.		

For further Particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 5th September, 1904. 11

## HAMBURG-AMERIKA LINE. OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.**



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUNTERA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 17th September.
GLASGOW AND LIVERPOOL	"ACHILLES"	On 24th September.
GLASGOW AND LIVERPOOL	"DEUCALION"	On 1st October.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 8th October.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

## TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 26th August, 1904.

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
CEBU AND ILOILO	"KAIFONG"	On 12th September.
MANILA	"TEAN"	On 13th September.
KOBE	"CHINGTU"	On 13th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 18th September.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 9th September, 1904.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LOKSANG"	Friday, 9th Sept., 4 P.M.
MANILA	"LOONGSANG"	Friday, 9th Sept., 4 P.M.
TIENSIN	"WOSANG"	Tuesday, 13th Sept., 4 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chafoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 9th September, 1904.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 6th September, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATOON APCAR,"  
Captain E. Rey, will be despatched for the above ports on TUESDAY, the 13th inst., at 3 P.M.  
For Freight or Passage, apply to  
**DAVID SASSOON & CO., LD.,**  
Agents.

Hongkong, 6th September, 1904.

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino-United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA,"  
Captain Maganzini, will be despatched as above on SATURDAY, the 10th September, at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 29th August, 1904.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS—POSTE FRANCAIS.

## NOTICE

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
CALCUTTA, BOMBAY, ADEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 20th September, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Bourdon, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.  
This Steamer connects at COLOMBO with the Australian line as "Nera," bound for MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon only on Monday, the 19th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 8th September, 1904.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship

"AUSTRIA,"  
Captain Colledani, will be despatched as above on FRIDAY, the 30th inst., P.M.  
For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Princes' Buildings.  
Hongkong, 3rd September, 1904.

STEAM TO CANTON.  
REDUCED FARES.

THE Commodore Steel Twin Screw Steamer  
"TAI ON,"  
Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M. returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

Saloon ... .. \$2.00  
Chinese Saloon ... .. \$1.00  
2nd Class ... .. 0.60  
Steerage ... .. 0.30  
This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.  
YIK ON S. S. CO.,  
309, Des Vaux Road Central.  
Hongkong, 8th July, 1904.

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TELEMACHUS"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 9th inst.  
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 12th inst., or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 2nd September, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLUS"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 12th inst.  
No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 12th inst., will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 5th September, 1904.

## NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino-United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE  
THE Steamship

"ISCHIA,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th inst., will be subject to rent.  
**CARLOWITZ & CO.,**  
Agents.  
Hongkong, 5th September, 1904.

NOTICE TO CONSIGNEES.

"SHELL" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"BULYSES"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

McGREGOR BROS. & GOW.  
Hongkong, 5th September, 1904.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCELEUCH"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th inst., will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 5th September, 1904.

## SHIPPING

SHIPPING IN PORT.

ANDRE RICKMERS, German str., 1,020, H. Kohn, 1st Sept.—Bangkok 26th August, Rice, Wood and General.—Butterfield and Swire.

ARRATOON APCAR, British str., 2,931, E. Fey, 5th September.—Calcutta 20th August, General.—D. Sassoon & Co.

ATAKA, British str., 2,392, J. Park, 13th Aug.—New York 25th June, Petroleum.—Standard Oil Co.

BENCELEUCH, British str., 2,679, Thomson, 5th Sept.—London 23rd August, General.—Gibb, Livingston & Co.

BORNEO, Norwegian str., 732, N. C. Matheson, 1st September.—Bangkok 25th August, Rice.—Chinsee.

BREID, Norwegian str., 445, J. Falkman, 24th August.—Saigon 23rd August, Rice and Flour.—Chinsee.

BULYSES, British str., 3,358, Thos. G. Scott, 5th Sept.—London and Singapore 30th August, General.—Arnold, Karberg & Co.

CHINA, American str., 5,180, D. E. Friele, 3rd September.—San Francisco 6th Aug., and Shanghai 31st, Mails and General.—P. M. S. S. Co.

CHUNANG, British str., 1,416, R. Cox, 26th August.—Saigon 21st August, Rice.—Jardine, Matheson & Co.

CRANLEY, British str., 2,903, W. E. Steele, 2nd August.—Yokohama 14th August, General.—Gibb, Livingston & Co.

EMPEROR OF JAPAN, British str., 3,039, Hy. Pybus, R.N.R., 7th September.—Yamaguchi 15th Aug. and Shanghai 4th Sept., Mails and General.—C. P. R. Co.

FAUSANG, British str., 1,410, Mitchell, 6th Sept.—Mojit 1st Sept., Coal.—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, Thos. Arthur, 7th September.—Saigon 3rd Sept., Rice.—Jardine, Matheson & Co.

FETTER, Norw. str., 891, H. A. Haraldsen, 7th Sept.—Tamsui via Amoy and Swatow 4th Sept., General.—Oaks Shosen Kaisha.

GARA, Norwegian str., 635, H. Dahl, 26th August.—Kajang 17th August, Timber.—Chinsee.

HAILAN, French str., 377, L. Andersen, 7th Sept.—Pakhoi and Hoikow 6th Sept., Pigs and General.—A. R. Marty.

HAIMUN, British str., 636, A. Robson, 7th September.—Swatow 6th Sept., General.—Douglas Lapraik & Co.

HANOI, French str., 728, P. Merless, 6th September.—Haiphong and Hoikow 5th September, General and Rice.—A. R. Marty.

HONGKONG, British str., 2,555, W. Dawson, 7th September.—Singapore 1st Sept., General.—Chinsee.

HUE, French str., 705, Godinard, 7th Sept.—Kwangsauwan 5th September, General.—A. R. Marty.

INKUM, British str., 3,100, F. Pearson, 27th August.—Sasebo 25th August, Ballast.—Gibb, Livingston & Co.

ISCHIA, Italian str., 2,784, Magazzini Dante, 3rd Sept.—Bombay 18th August and Singapore 25th, General.—Carlowitz & Co.

KARONA, British str., 1,024, E. Finlayson, 5th Sept.—Iloilo 1st Sept., General.—Butterfield & Swire.

KORAT, German str., 1,998, H. Hirbner, 16th August.—Singapore 26th July, and Bangkok 9th August, General.—Norddeutscher Lloyd.

LOKANG, British str., 989, F. Wheeler, 3rd Sept.—Bangkok 27th August, General.—Jardine, Matheson & Co.

LOONGSANG, British str., 1,092, S. S. Weigal, 6th Sept.—Manila 3rd Sept., General.—Jardine, Matheson & Co.

LOTHIAN, British str., 3,222, J. C. Williamson, 4th August.—Salina Cruz 30th June.—China Commercial S. S. Co.

MACREY, German str., 591, H. Harjes, 7th September.—Bangkok 31st August, Rice and Timber.—Butterfield & Swire.

PAIKIAT, German str., 1,018, Demer, 5th Sept.—Bangkok 27th August and Swatow 4th September, General.—Butterfield & Swire.

PETCHABURI, German str., 1,373, G. Hillmann, 3rd Sept.—Bangkok 25th August, via Hoihow 2nd Sept., General.—Butterfield & Swire.

PROMISE, Norwegian str., 718, Torsensen, 6th Sept.—Bangkok 31st August, Rice.—Chinsee.

QUANGNAM, French str., 710, Jean Vidal, 17th August.—Saigon via Haiphong 10th Aug., General.—Bradley & Co.

ROEHAMPTON, British str., 1,391, Jackson, 5th August.—Venice 26th June, O.I.—Standard Oil Co.

SHAMMUT, American str., 9,006, Smith, 22nd August.—Tacoma 18th July, General.—Dodwell & Co.

SIRH, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Dodwell & Co.

SISHAN, British str., 845, A. Jones, 7th Sept.—Saigon 3rd September, General.—Bradley & Co.

TAKSANG, British str., 977, W. P. Baker, 1st September.—Bangkok 25th August, Rice.—Jardine, Matheson & Co.

TELEMACHUS, British str., 1,340, J. Williamson, 25th August.—Saigon 24th August, Meal, &c.—Chinsee.

TJIPANAS, Dutch str., Dutch str., 2,474, P. Swart, 6th Sept.—Mussasser 29th August, General.—Java-China-Japan Lijn.

TOLV, Norwegian str., 781, Enger, 6th Sept.—Bangkok 30th August, Rice.—Order.

WONKOR, German str., 1,115, J. V. Bruhn, 6th Sept.—Bangkok 31st August, Rice.—Butterfield & Swire.

YATSHING, British str., 1,423, T. Sellar, 2nd Sept.—Sourabaya 24th Aug., Sugar.—Jardine, Matheson & Co.

ZARHO, British str., 1,611, J. Rodger, 5th Sept.—Manila 3rd September, General.—Shewan, Tomes & Co.

SAILING SHIPS.

BOURAKI, French ship, 1,716, F. Jean, 6th Sept.—New York 10th May, Petroleum.—Standard Oil Co.

E. B. SUTTON, American barque, 1,248, John, 10th July.—Chafoo 23th June, Ballast.—Order.

EVIE J. RAY, American bge., 913, Ktasin, 6th August.—Manila 20th June, Timber.—Sander, Weller & Co.

KENTMERE, British barque, 2,334, Burch, 14th June.—New York 29th January, Kerosine.—Standard Oil Co.

QUEEN ELIZABETH, British ship, 1,700, C. E. Fulton, 22nd August.—New York 19th April, Kerosine Oil.—Standard Oil Co.

TRONAG, British barque, 949, A. Hutton, 25th May.—Romania 23rd March, Sandalwood.—Gilmann & Co.

BRITISH WARSHIPS.

CHEERUP, water tank and tug.

ESPERANCE, British gunboat, 1,070, Ernest G. Barton.

HANDY, torpedo boat destroyer.

OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.

ROSARIO, sloop, Captain Vivian.

SIRIUS, cruiser, C. H. H. Moore.

TAKU, torpedo-boat destroyer.

TAMAR, receiving ship, Commodore C. G. Dicken.

TERREBLE, British cruiser, 1,400, Capt. Stewart, R.N.

VIRAGO, torpedo-boat destroyer.

FOREIGN WARSHIPS.

CALLAO, U.S. gunboat, 235, Lieut. Dismukes.

ELBA, Italian cruiser, 2,732, Borea Ricci, 3rd September.—Shanghai 31st August.

GENERAL ALATA, American transport, Captain Whitton.

HELENA, U.S. gunboat.

TITANIA, German cruiser, Capt. Sobaeke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Fremantle, Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Hoihow Sea.

Amphitrite, 1st class cruiser, 1



